



TO: I-405 Program Executive Committee Members
FROM: Executive Committee Outreach Working Group
CC: Steering and Citizen Committees
DATE: 8/7/2001
RE: Draft – Summary of Meeting with 1000 Friends of Washington and Transportation Choices Coalition

At the Executive Committee's May meeting, members set up an outreach working group to initiate dialogue with 1000 Friends of Washington (1000 FOW) and Transportation Choices Coalition (TCC) regarding concerns communicated about the I-405 Program. An invitation to meet with the groups was accepted and a meeting took place on July 10th. The objective of the meeting was to share information and perspectives, identify areas of agreement and key issues, and to establish open communication channels.

Attendees:

Dave Asher, TCC	Peter Hurley, TCC	Barbara McIntosh, 1000 FOW	Tim Trohimovich, 1000 FOW
John Healy, 1000 FOW	Jon Brookshire, TCC	Aaron Ostrom, 1000 FOW	Rob McKenna, King County Council
Sonny Putter, City of Newcastle	Grant Degginger, City of Bellevue	Barbara Cothorn, Snohomish County Council	Dave Russell, 1000 FOW
Paul Bergman, PRR	Mike Cummings, WSDOT		

Highlighted below is a summary of the main topics discussed, issues and concerns raised, and areas of general agreement among the attendees.

Areas of General Agreement:

- The goal is to develop a program that can be implemented to get people and goods moving in a cost effective way -- transportation investments need to be made in the I-405 corridor.
- Dialogue and communication should continue and be constructive.
- There are opportunities to implement some early action strategies that can get people moving quickly and reduce traffic congestion immediately.
- 1000 FOW and TCC expressed support for the following preliminary preferred alternative elements:
 - Implementing a comprehensive TDM program
 - Developing a corridor bus rapid transit (BRT) system
 - Increasing express and local transit service
 - HOV improvements.
 - Preserving the BNSF right-of way
- Managed lanes concept should continue to be explored.

- The program offers an opportunity to fix existing environmental problems in the corridor.
- The program should encourage development to occur in the corridor and urban areas.

Key Issues Raised by 1000 Friends of Washington and TCC:

- The preliminary preferred alternative is too costly. The region can't raise this level of funding to pay for it considering the other high priority transportation projects that also need funding.
- Communications by the Executive Committee and legislature that a solution for I-405 is on a "fast track" and needs to be implemented quickly; the legislature is acting prematurely – a final solution has not been agreed upon.
- The expansion of general purpose traffic lanes will:
 - harm the environment, i.e. air quality, ESA, noise, and water impacts.
 - increase sprawl and draw more trips into the corridor
 - increase arterial trips and negatively impact neighborhoods.
- The PPA is not a cost effective solution; there are cheaper solutions available to move people and goods.
- The quality of the analyses was deficient, e.g. no consideration of induced demand and "wrong" metrics used to measure "wrong" goals.
- A regional TDM program applicable to ALL corridors in the region.

To address these issues, 1000 FOW and TCC are developing an "Alternative #5" for consideration by the program that will entail:

- A regional TDM program
- Incentive funds to locate more -transit-dependent mixed-use development in the corridor
- Targeted general purpose traffic improvements at key choke points or interchanges
- Neighborhood traffic improvements
- Transit improvements

A more detailed plan for the alternative will be shared soon with the program.

Responses by Executive Committee members to Issues Raised:

- More detailed project level analysis will be coming next to answer many of the environmental concerns. It's too early to start pulling out elements of the program without the benefit of this detailed analysis.
- The program will be funded on many levels and there are many options available for implementing the program.
- Transportation investments have not been made within urban growth boundary to support the managed growth policies of the region. The result is the current transportation crisis.
- Without significant investments, the state's growth management policies are in jeopardy. As a result, growth will sprawl into the neighboring counties, outside the urban growth area.
- Lack of capacity on I-405 is causing congested arterials and neighborhood streets, deteriorating the quality of life for cities and neighborhoods in the corridor.
- Program investments offer an opportunity to fix current environmental problems and detailed project level EIS work will address specific mitigation strategies.

Action Items

- 1000 FOW and TCC will bring back more definition for their Alternative #5 to share with the program.
- A follow-up meeting will be set up the third week of August to review and discuss Alternative #5 with the Executive Committee working group.
- Project management staff will work to try provide as much information and data as possible.